

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
Region I - EPA New England

DATE: July 16, 2009

SUBJ: ExxonMobil Everett Terminal, 52 Beacham Street, Everett, MA 02149  
NPDES Compliance Inspection Conducted July 10, 2009

FROM: George W. Harding, P.E.  
Water Technical Unit

TO: Inspection File

**I. Facility Information**

A. *Facility Name:* ExxonMobil Everett Terminal

B. *Facility Location:* 52 Beacham Street, Everett, MA 02149

C. *Facility Contacts:* Arthur Powers, Terminal Superintendent  
Amanda Clark, Field Environmental Advisor (Northeast)

D. *Contact Mailing Address:* 52 Beacham Street, Everett, MA 02149

E. *Permit #:* MA0000833

**II. Background Information**

A. *Date of inspection:* July 10, 2009

B. *Weather Conditions:* Sunny, upper 60s

C. *US EPA Representative(s):* George Harding

**III Purpose of Inspection**

Major NPDES permit coverage inspection.

**IV Facility Description**

The ExxonMobil Everett Terminal is engaged in the receipt, storage, and distribution of gasoline, low sulfur diesel, jet fuel, heavy oil, and fuel additives. Products are received in bulk quantities at the terminal's marine vessel dock and transferred, via aboveground piping, to aboveground storage tanks located within the facility's tank farm areas. Final distribution of product is conducted at the facility's truck loading racks. Wastewater consists primarily of storm water runoff, along with groundwater infiltration into the facility's storm sewer system and smaller amounts of water used in maintenance activities, truck washing, and hydrotesting of tanks and pipes. The wastewater also includes storm water from Sprague Energy, an asphalt storage and distribution facility located across Beacham Street on property formerly owned by ExxonMobil.

The wastewater discharged is collected by the facility's storm water collection system and conveyed to a treatment system near the eastern edge of the North Tank Farm. A process flow

diagram is attached. Storm water from diked areas is held during storm events, then manually pumped into the storm sewer system. Discharge to the Island End River is by means of a 6-foot diameter, 1500 foot long culvert that carries water from ExxonMobil to the river. The downstream end of the culvert is regularly submerged due to the tidal influences of the river.

## **V. Inspection Observations**

Work was underway on a storm sewer improvement project, including detailed mapping, cleaning catch basins and pipes, and eliminating groundwater infiltration. The goal is to reduce the contamination level of the direct storm water runoff from the facility. Loading rack areas are covered, but not isolated from precipitation. Any runoff is discharged to the storm drains. Paved areas of the facility appeared generally free from spills, trash, or dust and dirt.

Diked areas around the storage tanks drain to manually controlled below-grade sumps, from which the storm water is pumped to the storm drains. To prevent overloading the oil-water separator storm water is held in the diked areas until after precipitation stops. Excessive amounts of oil on the surface of the accumulated storm water can be skimmed with a vacuum truck before discharge to the storm drains. At the time of the inspection there was standing water and puddles in several of the diked areas. Mr. Powers told me that a grading project was planned to eliminate this condition.

The facility is experimenting with a rope skimmer in a manhole prior to the oil water separator. It is not yet operating reliably –the motor overload protection frequently trips. According to Mr. Powers it performs well when actually operating. The oil-water separator includes a coalescing plate section that has been replaced with in the past year. Manually operated rotary skimmers are used to remove accumulated oil from the separator. At the time of the inspection there was a heavy coating of oil on the surface. Mr. Powers contacted the operations staff to skim it.

From the separator the flow is pumped to Tank 140, which is used as a secondary settling tank. There were some small patches of sheen on the surface of the wet well. Tank 140 was taken out of service last year to be refurbished, including installation of a new tank bottom. At the time of the inspection the treated storm water in the tank appeared generally clear, with no noticeable sheen.

A spot check of plant records was conducted. The results from the facility's contract lab compared to the values reported on the discharge monitoring reports showed no discrepancies. Both the facility SPCC plan and SWPP plan were up to date.